TACOMA, WASH., Oct. 19. Men bound for the Klondike next spring are arriving, and one of the they were told by their friends here. men Who has done more than any other man in the country to lighten to the gold fields, has just left for the other side of the world. His name is George B. Dodwell, and be makes about as much fuss about establishing Where it is too steep to draw the sled a new steamship or railroad line as the average man does about investing in a new suit of clothes.

Mr. Dodwell makes his home at Yokohams. London and Tacoma. He side on the ski at the rate of a mile a was returning from Loudon when the minute." Klondike excitement broke out in a virulent form. He had the chief management of the Northern Pacific Steamship company's lines from Tacoma to China and Japan on his hands, but this did not deter him from pitching into other projects. Anticipating the greatest gold-hunting rush since the days of '49, Mr. Dodwell at once put three large surveying parties in the field to locate a railroad route over the mountain passes to the headwaters of the Yukon. They agreed upon the Chilkoot pass, and while other projectors were building Klondike rallroads on paper, Mr. Dodwell assisted by Hugh C. Wallace, late the snow on the passes, at this seas on ing over deep snow corresponds to our national democratic committeeman for of the year, very dry and light and it Washington, and a son-in-law of Chief is very doubtful if the ski will bear Justice Fuller of the United States them up. I have talked with them for supreme court bench, quietly filed a long time during the past ten days. maps of locations and right-of-way and, while I am convinced they will with our government at Washington city and at Sitka, the capital of Alaska.

Thus the tirss Alaska and Klondike railroad was started by Tacoma gentlemen, who hold contracts for the completion of the same before next February. A large part of the material has already gone to Alaska. The railroad will be from Dyea, eight miles to the head of the Chilkoot pass canyon. It will be standard broad gague and capable of carrying all the freight that is offered. From the years of age) may be imagined when head of the canyon an aerial tramway will transport the miners' supplies winds that now whistle and howl over the summit, 3,200 feet high, to the headwaters of the tributaries of mountains at the edge of the headthe Yukon river. The tramway will be operated by a for:y horse-power of a burricane and would blow a Chicago girl off her feet. Men who engine, which will be located at Sheep Camp. This tramway will have a capacity for carrying 120 tons of freight daily.

tablished freight rate for carrying miners' supplies from Dyea to Lake per pound. By making the average from 80 to 40 cents per pound the rate per ton would be from \$600 to \$800. At that rate the aerial tramway would have a daily earning capacity of from \$75,000 to \$100,000. But the freight rates over the passes will take a great tumble once the tramway is in operation. At present it is estimated the prevailing rates next spring will not be over 10 or 15 cents per owners and operators of the new rail sive steamship and railroad lines, and are particularly interested in the latter, and can, therefore, afford to advance their rail and water business to cut prices of the Klondike and Alaska traffic to the minimum.

With the Chilkoot pass railroad and tramway in operation the difficulties and hardships that have been a vertitiable nightmare to those desiring to enter the mines overland will be removed. There will be no more pulling and hauling and drudgery in getting supplies to the headwaters of the Yukon, and, in fact, the possibility of a food famine in the new district in the future will be averted. Once supplies are landed at the headwaters of the Yukon they can be floated down stream with comparative case, and the time required heretofore, in making the journey, will be reduced at least a

Following the opening of the railroad and tramway over the mountains, an organized effort will be made to clear the rivers and lakes of all and any obstructions to quite and safe navigation.

The opening of the new railroad and tramway route over the passes was in contemplation and was being fostered by the practical Klondike and Alaska miners located at Tacoma at the time when they warned all prospectors not to attempt to get into the Yukon country late in the fall. They knew that with the facilities at hand the attempt to get it would be a failure and time has shown that their advice was worth heeding and their judg-

But there are always exceptions and in the face of hundreds of pros-pectors returning from the "impassa-

A LETTER ABOUT KLONDIKE, ble passes" two young Norweigians left last week for Dawson City, carrying an outfit that weighs 1,500

"You will certainly freeze to death"

"Oh, no we won't," they would reply, "we think nothing of a trip of the hardships of the journey overland this kind at home in Norway. It will be merely a pleasure trip for us.

> "We will travel on the Norweigan ski, and draw our sleds after us. we will pack our supplies on our backs. We can go anywhere with 50 pounds on our backs. With such a pack we can coast down the mountain

Adolph Shilling. The latter is a practicing dentist fresh from Norway and the former has seen service in the Norwegian army and has traveled ex-deed, that travel over it impossible. tensively. At one time he rescuen 60 United States mail carriers succeed in Chilian soldiers from starvation in a blinding snow storm in the Ardes but they travel with dog sleds, and mountains in South America. For this deed of bravery he will presented with a medal by his native government. Both of these gentlemen are athletic, in perfect health, and are used to a cold and mountainous country. They will, however, -find The ski which they wear when travelencounter great hardships, and have little opportunity for coasting down the mountain sides at the rate of a mile a minute, they will, I believe, reach Dawson City before the new year. It will be the first time that such a trip has been accomplished at weighing nearly a ton.

that are in store for those young men it slipping. (they are in the neighborhood of 30 it is stated that the piercing cold through the jagged peaks of the waters of the Yukon have the velocity

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are clad for the trip inland bave found it impossible to stand up and face the hurricane coming from the snow fields of the snow mantled Yukon basin, where the thermometers registered 600 and 700 below zero. Even horses and burros refuse to face these The names of these two daring sons deadly winds. They turn about and of the North are Adolph Mosheim and run away if an attempt is made to force them on.

The ice in the Yukon and its triantaries freezes up rough, so rough, ingetting into the interior, it is true, without supplies other than those needed for a small part of the trip.

The Scandinavians of the country in particular, and all the people in general, will watch with interest the progress of Mosheim and Shilling. snowshoe and is pronounced "skee." It is morely a tong stick, or runner, with the end turned up. Persons accustomed to using the ski can travel very fast and with greater ease than when using the snowshoe.

Many miners from the Rocky mountain states are already here for the winter, and most of them, I find, are acquainted with the ski. By ...blocking" them they say, a person can readily travel up a mountain side, this season of the year with an outfit even though the snow is deep. "Blocking" consists in putting a Some idea of the dreadful obstacles block at the end of the ski to prevent

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Time Table No. 21 effective May 31st 1897. Mountain time is standard used.

Days	Through Time Card Day	ys
Mond 5 00 Tues 10 50	p iv-San Fraccisco ar 6 15p Tu a iv Mojave ar 3 45a Tue	*
Tues 7 00	a iv. San Diego ar 1 15p Tue	-
Tues 11 00 Wed 2 15	p iv Burstow ar i loa Tue p iv Needies ar 6 40p Mor a iv Kingman ar 5 67p Mor a ar Ash Fork iv 1 35p Mor	ia id
Mond: 10 25	ply Chleago ar 922n Wes	d l
Tues 925	by Kansas City ar 615p We	9 :
Wed 10 49 Thur 6 55	p iv Denver ar 500p Tue p iv Albuquerque a 10 25p Mor a iv Holbrook ar 1 50p Mor	id i
Thur 10 50	a lv Winslow, ar 12 65p Mor a lv Flagstag ar 10 15a Mor p ar Ash Fork lv 7 49a Mor	d .
Southbour Pascenge	nd Northbour	īd
No. 3 No.	1 No. 2 No.	
8 15a 2 40 9 50a 3 35 10 15a 3 50	p iv Ash Fork ar 6 50a 6 5 p iv Bock Bate ar 5 50a 5 5 p iv Del Rio lv 4 50a 4 10 p arJerome Junctionar 4 28a 3 0	op op
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6 26	Summit 246a P Skull Valley 146a	
Uhmatika.	Hillstde 1944	1
1 000	p Congress Junction 1 18a p	
00 00	Peorla 842a	8

*Dining station.

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